DEWAN'S REPLY: Mr. Balakrishna Pillai, in regard to the widening of the Perumchila todu, the Chief Engineer submitted an estimate for it and it would be sanctioned shortly.

MEMBER: Before this monsoon.

DEWAN: Yes, I hope so.

Then, as regards the Anthakara todu, it was improved only quite recently at a cost of Rs. 1,750.

MEMBER: Nothing has been done at the place.

DEWAN: Then, in regard to the strengthening of the banks of the Puthan todu and putting up a bridge at its extremity, the road on the south bank of the todu is the Vaikom-Vechur road which has now been put into fit condition. The Chief Engineer says that it is necessary to have a cart road on the other bank. He is having that matter examined. But a bridge at its extremity is not necessary, because there are already two bridges within half a mile.

MEMBER: You have to go about 3 furlongs.

DEWAN: Yes, less than half a mile.

As regards the gravelling and levelling of the Kavarapady-Muryankulam road up to the Vaikom-Ettumanur junction, and the widening and metalling of the roads maintained by the P. W. D. and by the Maramat Department and in regard to all the other points (a) to (h), it is not now necessary to take up their improvement as the question of the transfer of minor roads within municipal limits to the municipalities is under consideration now.

MEMBER: The municipality has no funds to take over and maintain roads.

DEWAN: You can get the residents of Vaikom to do that work. You should get the municipality to attend to these matters. The roads under Government maintenance will be maintained in good condition.

48. Irrigation.

MR. N. NILAKANTA PILLAI (*Member, Municipal Council, Colachel*) said that the eastern part of the Colachel town now marked the terminus of the Colachel branch channel. In the rainy season the surplus water in the channel flowed into the sea and could be of no avail to the people. If, however, this water was stored in a tank, it would irrigate at least 1000 acres of lands. The channel should therefore be extended by two furlongs and a tank should be constructed near the terminus of the channel to store the surplus water in it.

It would also be in the interests of agriculture in the locality to open a road from the Colachel-Parasseri road, 13th mile, 2nd furlong, to the Colachel channel bridge and to widen the banks of the channel, so as to make them fit for cart traffic.

Thirdly, the Colachel bazaar road should be extended to the south and connected with the Colachel-Rajakkamangalam road. This road would be of immense use to the cultivators who had to take manure to the Kariparambu Elai. The cost of the road would be very little.

Fourthly, the construction of the channel sanctioned from Amaravati to Colachel should be taken up at once. The channel had been sanctioned long ago and the people were eager to have it constructed.

Finally the member requested that the officers of the irrigation department should not be constantly transferred from place to place.

DEWAN'S REPLY: Mr. Nilakanta Pillai, as regards extension of the Colachel branch channel by two furlongs and the construction of a tank at its terminus, the Chief Engineer will explain the situation. There is already a tank in front of the Sub-Registrar's office and if that is improved, extension of the channel as you propose is unnecessary.

Then, in regard to the opening of a road from the Colachel-Parasseri road, 13th mile, to the Colachel channel bridge and widening the banks of the channel, you want two things to be done, *i. e.*, extension of the road as well as widening of the

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channel bank. In regard to the proposed road it has got to be 800 ft. long and it will cost about Rs. 200. I shall ask the Chief Engineer to prepare an estimate and in the matter of widening the embankments it will be sufficient if one embankment there is widened for cart traffic. The Chief Engineer will put it in hand at once.

As regards connecting the Colachel bazaar road with the Colachel-Rajakkamangalam road, the road you propose is an extremely costly one because the lie of the land is very uneven full of ups and downs. It is a very steep road and moreover the land acquisition charges are high because it passes through rich garden lands already in occupation and hence this proposal has to be dropped.

As regards immediate construction of the channel from Amaravati to Colachel, there is already plenty of dry land lying idle which could be brought under cultivation with the existing irrigation. Besides the existing channel system there, we do not want any further extension.

In regard to transfer of officers of the irrigation branch, the Chief Engineer bears that in mind and it is only when absolutely necessary that such transfers will be effected.

49. Needs of the Changanachery town.

MR. CHACKO MATHEW (*Member, Municipal Council, Changanachery*) said that the Poovakkattuchira measuring about 11 acres in area was the only tank in the town of Changanachery which could be freely used by the public. The tank never dried up, but in the hot season it was covered with moss and was full of dirt. The repair of the tank would mean a very heavy expenditure for the municipality. Even in municipalities big schemes involving large capital expenditure had to be attended to by the Government. If the initial expenditure for the repair of the tank would be met by Government the municipal council would meet the recurring expenditure for its maintenance.

Secondly, a toll-gate should be established at the limits of the town on the Changanachery-Vazhur road. There were no other toll-gates on this road and the numerous articles coming to the Changanachery market from the eastern parts of the taluk had to pay no tolls at all. In fact the levy of a toll on these articles while not burdensome to the owners would help the financial condition of the municipality.

A canal through the Kusakkudi punja fields was an urgent necessity so far as the conveniences of trade in the Changanachery market were concerned. The articles arriving at Changanachery by canoes had now only a single approach to the market, viz. the canal. But the canal was easily blocked by a small queue of boats, and the other boats had to keep off at a distance. This could be avoided if a new canal was opened through the Kusakkudi punja fields. The subject was brought to the notice of Government in more than one session of the Assembly but did not meet with the response it deserved.

The necessity for widening the eastern portions of the market had also been brought to the notice of the Government several times, but nothing was done as yet. It was very necessary that Government should acquire the necessary lands and widen this portion of the market. The Dewan and the Chief Engineer could at least inspect the site.

Another pressing necessity was the construction of a good Travellers' Bungalow at Changanachery. For want of a proper Travellers' Bungalow, almost all circuiting officers were fighting shy of Changanachery. The site near the taluk office at Changanachery or some other site could be utilised for putting up a Travellers' Bungalow.

DEWAN'S REPLY : Mr. Chacko Mathew, in regard to the repair of the Poovakattu chira, that has come up more than once before this Assembly. It is really for the municipality to undertake it as it lies within the municipal limits. At the instance of the municipality, and presumably as a preliminary step to the improvement of the tank the Government are having a survey of the tank and are having it demarcated at the cost of the municipality. After that survey and demarcation are completed the municipality will no doubt be able to estimate the cost of its improvement and then look to ways and means of carrying out the work.

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